MANAGEMENT REPORT

PHASE I ARCHAEOLOGICAL SURVEY PORTER ROAD IMPROVEMENTS PROJECT (STATE ROUTE 896 TO STATE ROUTE 72) NEW CASTLE COUNTY, DELAWARE

PARENT AGREEMENT NO. 729 STATEWIDE ARCHAEOLOGICAL RESOURCE PROJECT

Prepared by

Virginia R. Busby

THE CULTURAL RESOURCE GROUP
LOUIS BERGER & ASSOCIATES, INC.
East Orange, New Jersey

Delaware
Department of Transportation

United States Department
of Transportation
Federal Highway Administration

September 1994

ABSTRACT

The Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), performed a Phase I archaeological survey in association with proposed improvements to Porter Road from State Route 896 to State Route 72, New Castle County, Delaware, for the Delaware Department of Transportation, Division of Highways (Parent Agreement No. 729, Statewide Archaeological Resource Projects). The proposed project includes widening the existing road surface and right-of-way, construction of three stormwater management areas, and improvements to an existing stormwater management area. The project length is approximately 2.2 miles.

The archaeological survey recorded one site within Stormwater Management Area 1. The site contained both historic and prehistoric materials. In addition, one isolated find was located on the north side of Porter Road near Station 50+00. The archaeological site identified in Stormwater Management Area 1 was contained wholly within the plowzone and had no subsurface integrity. It consisted of a low density of both prehistoric and historic materials. The site most likely represents historic nineteenth-century field dumping, and very limited use during prehistoric times for hunting-related activities. Because of the limited quantity of materials and the lack of subsurface integrity, no further work is recommended for this site. Based on these observations, it appears that the site does not meet National Register eligibility criteria.

VI. REFERENCES CITED

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1986 *A Management Plan for Delaware's Prehistoric Archaeological Resources*. University of Delaware Center for Archaeological Research Monograph 2, Newark.

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I. INTRODUCTION

This document presents a management summary of Phase I archaeological investigations of the Porter Road Improvement Project (State Route 896 to State Route 72), New Castle County, Delaware (Figure 1). The work was conducted by the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), for the Delaware Department of Transportation (DelDOT), Division of Highways under Parent Agreement No. 729, Statewide Archaeological Resource Projects. Fieldwork was undertaken during the period August 22-26, 1994. The proposed road improvement project includes widening the existing right-of-way, construction of three stormwater management areas, and improvements to an existing stormwater management area. The project length is approximately 2.2 miles, and extends from State Route 896 to State Route 72. The project right-of-way is of variable width.

The purpose of the archaeological survey was to locate and identify any historic or prehistoric archaeological sites within the project area. The survey was carried out through pedestrian reconnaissance, surface collection, and excavation of shovel test pits. Background research was conducted at the Delaware State Preservation Office. In addition, collections of artifacts recovered from areas adjacent to the project and housed at the Island Field Museum were inspected.

The archaeological survey was supervised by Virginia R. Busby. Fieldwork was completed by Kimber Budrow, David Gilmore, Ellen Fitzpatrick, Amy Segle, Robert Fentress, and Anita Vyas. Charles H. LeeDecker served as Project Manager. Production of the report was coordinated by Lee Nicoletti. Suzanne Szanto and Veronica Noselli edited the report, and Linda Lipka prepared the graphics.

This report was prepared in accordance with Section 106 of the National Preservation Act, as amended; the procedures for the Protection of Historic Properties (36 CFR 800); and Section 4(f) of the Department of Transportation Act (23 CFR 771); and under the guidelines for archaeological survey provided by the Delaware State Historic Preservation Office.

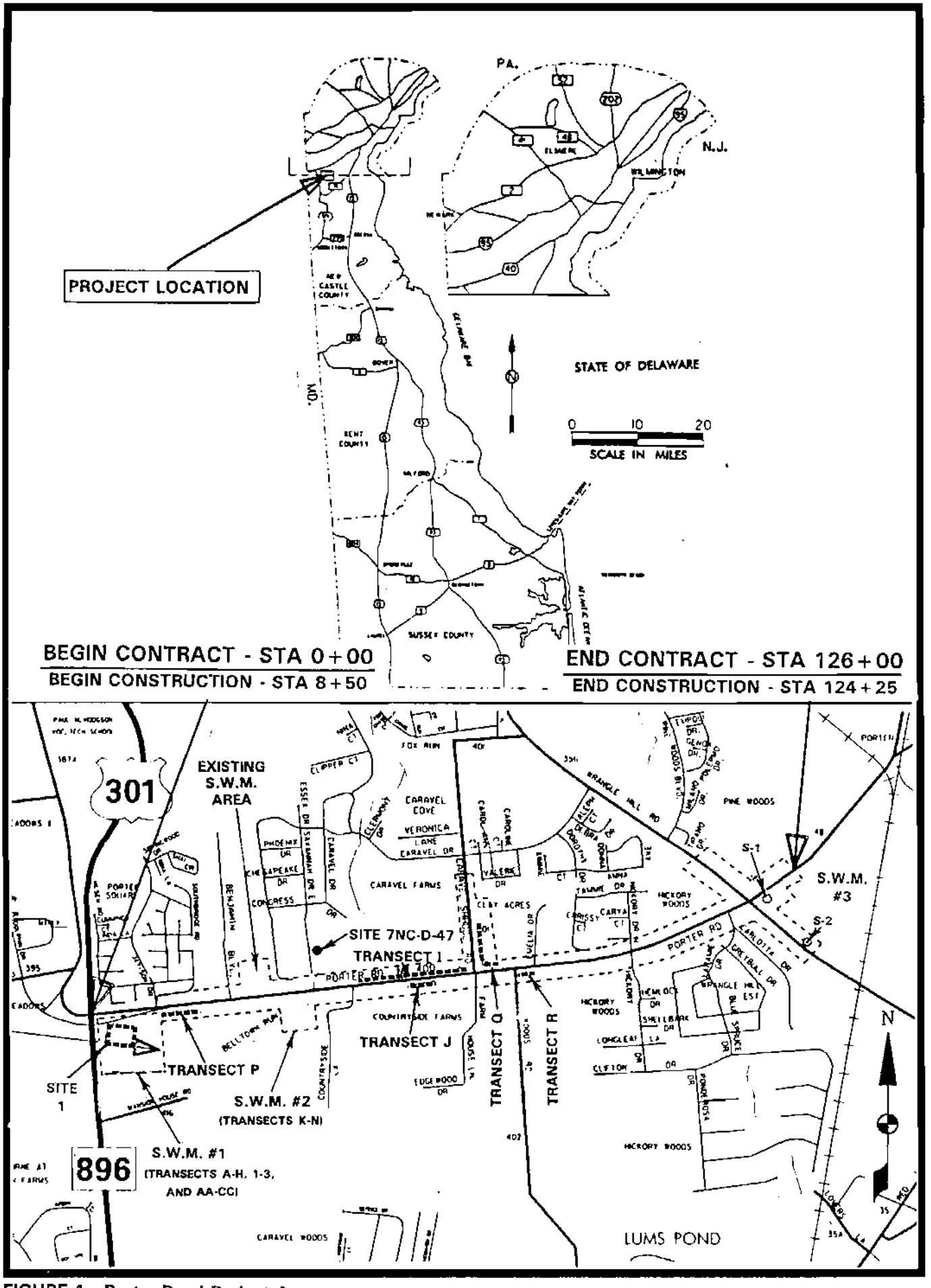


FIGURE 1: Porter Road Project Area

II. EXISTING CULTURAL RESOURCE DOCUMENTATION AND SURVEY

In 1987, in association with improvements to Route 896, the University of Delaware Center for Archaeological Research (UDCAR) performed a Phase I and II archaeological investigation which included a small portion of the present project area (Lothrop et al. 1987). During that study, a total of 16 shovel test pits were excavated along the eastern edge of Route 896 just south of its intersection with Porter Road. The transect covered an approximately 1,000-foot-long strip. Cultural materials recovered consisted of historic ceramics only. These included two redware, two whiteware, one stoneware, and one unidentified ceramic sherd (Lothrop et al. 1987:56, figure 14). No site was designated by UDCAR in this area, and the artifacts are assumed to have come from the plowzone.

Prior to the present survey no archaeological sites had been recorded within the project area and only one site, designated 7NC-D-47, has been identified in the vicinity. Site 7NC-D-47, a prehistoric site, is located 75 yards north of Porter Road and approximately 0.6 miles east of State Route 896 on the western bank of Belltown Run (see Figure 1). All materials from the site were recovered through surface collection; they include one heat-altered rock, one flake, and two unifaces.

According to Custer (1986) and Custer and De Santis (1986), well-drained settings adjacent to small tributaries are often the location of micro-band base camps and procurement sites from the Archaic through the Woodland II periods. Because Belltown Run passes through the project area, providing the potential for well-drained settings, such portions of the project area were considered to have high potential for prehistoric archaeological resources.

In areas unaffected by recent development, moderate potential exists for encountering historic archaeological resources. Historical maps consulted depicted one structure possibly present in about 1893 within the proposed right-of-way in the vicinity of Stormwater Management Area 2 (Baist 1893; Beers 1869; Rea and Price 1849; United States Geological Survey 1909).

III. METHODS

Archaeological fieldwork began with a comprehensive pedestrian survey of the project area to evaluate the landscape and environmental conditions with regard to the potential for prehistoric and historic resources. Where ground visibility permitted, surface collection was performed. Shovel test pits were excavated in areas where visibility was poor and to test for subsurface deposits in the areas that were surface collected. Surface collection methods consisted of establishing a datum point and laying out transects at 50-foot intervals. Transects, were walked and collections were made at 25-foot intervals. This procedure was followed in Stormwater Management Area 1 where field conditions permitted. After mapping artifact distributions, shovel tests were placed in areas where artifacts were concentrated and in selected areas where no concentration was noted in order to assess resource potential in these areas as well. Shovel tests in all other areas were placed at 50-foot intervals. When a positive shovel test was encountered, four radial shovel tests were excavated at 10-foot intervals in the cardinal directions and extending outward until a negative shovel test was encountered or ground conditions (i.e., standing water) precluded excavation.

All soils from the shovel test pits were screened through ¼-inch hardware mesh to recover artifacts. Shovel test pit depths varied according to soil type, and the tests were terminated once sterile subsoil was reached. Shovel tests were excavated to a minimum depth of 2.0 feet unless water was encountered. Soil depth, texture, color, and hue were recorded using Munsell color charts on standardized forms developed by LBA. Recovered artifacts were provenienced according to Area, Transect, Shovel Test Number, and Stratum designation.

IV. RESULTS OF INVESTIGATIONS

The survey area consists predominantly of recently developed residential areas. There are also some smaller wooded sections and some cultivated areas. Many areas were noted to be wetlands, or at least had standing water present at the time of the survey. Approximately 50 percent of the project area was not testable either because of wetlands or development. Systematic subsurface testing was conducted in all undisturbed and/or sufficiently dry sections of the project area. Shovel test transects were excavated parallel to Porter Road, with test pits placed at 50-foot intervals. In the large, open portions contained within the stormwater management areas, shovel tests were also excavated along 50-foot transect intervals. In Stormwater Management Area 1 both surface collection and shovel testing were utilized, with shovel test pits placed systematically as well as judgmentally. A total of 101 shovel tests were excavated during the survey. The location of all shovel tests and surface collections are depicted in Figures 2 through 9.

The investigations recorded one archaeological site in the project area, in Stormwater Management Area 1. The site was given the preliminary designation of Site 1 (see Figures 1 and 2). In addition, one isolated historic find was recorded on the north side of Porter Road near Station 50+00 (see Figure 5).

The isolated find at Station 50+00 consisted of one black-glazed redware ceramic sherd located in the plowzone of Shovel Test 5, Transect I (see Figure 5). No other cultural materials were recovered in any of the adjacent shovel tests. No radials were excavated around this shovel test as the find was located in the plowzone, and neither Shovel Tests I-4 nor I-6 yielded cultural materials. The isolated find is assumed to represent field scatter. The soil profile along Transect I in the vicinity of Shovel Test I-5 consists of a plowzone layer 0.8 feet thick. The soil is a 10YR 4/3 brown clay loam. Beneath this, and to a depth of at least 2.0 feet, is a 7.5 YR 5/6 strong brown loamy clay.

Stormwater Management Area 1 is located at the intersection of Porter Road and State Route 896, at the western end of the project area (see Figures 1 and 2). In the project plans provided by DelDOT it is designated as a 500x200-foot area. The actual area surveyed, however, included a roughly 800x1,000-foot area from Stations 129+00 to 137+00 along State Route 896, and from the intersection of Porter Road and State Route 896 to Station 10+00 along Porter Road (see Figure 2). This surveyed area consisted primarily of a soybean field, with wooded areas and wetlands in the eastern portions of the proposed management area. Approximately 50 percent of the actual portion within Stormwater Management Area 1 consisted of wooded wetlands. The other half was located in a soybean field, with an artificial drainage cut running east-west through the middle of the proposed management area. In addition to the wetlands located in the eastern portion of the survey area, low areas with standing water were dispersed throughout the soybean field (see Figure 2).

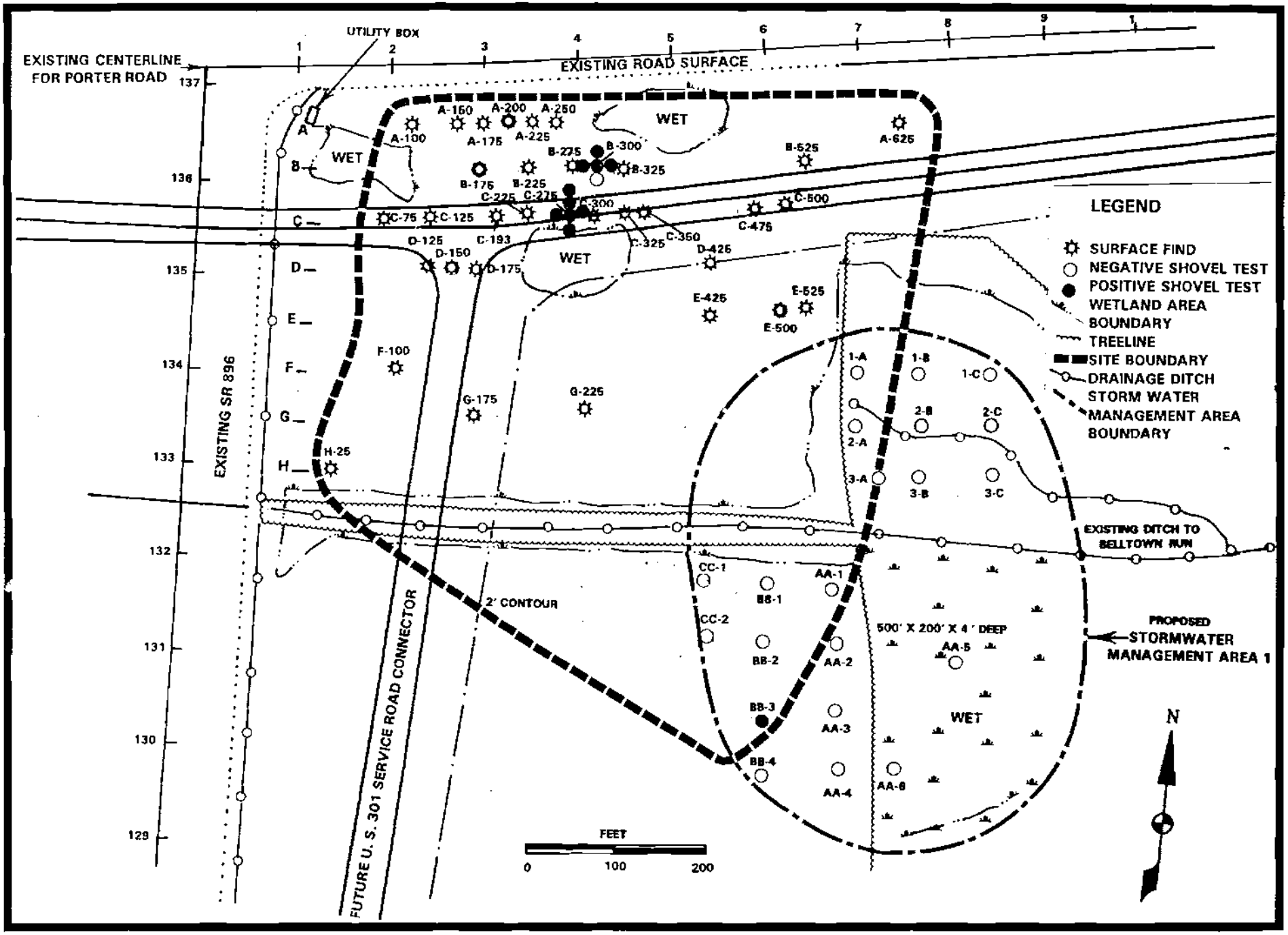


FIGURE 2: Stormwater Management Area 1, Site 1

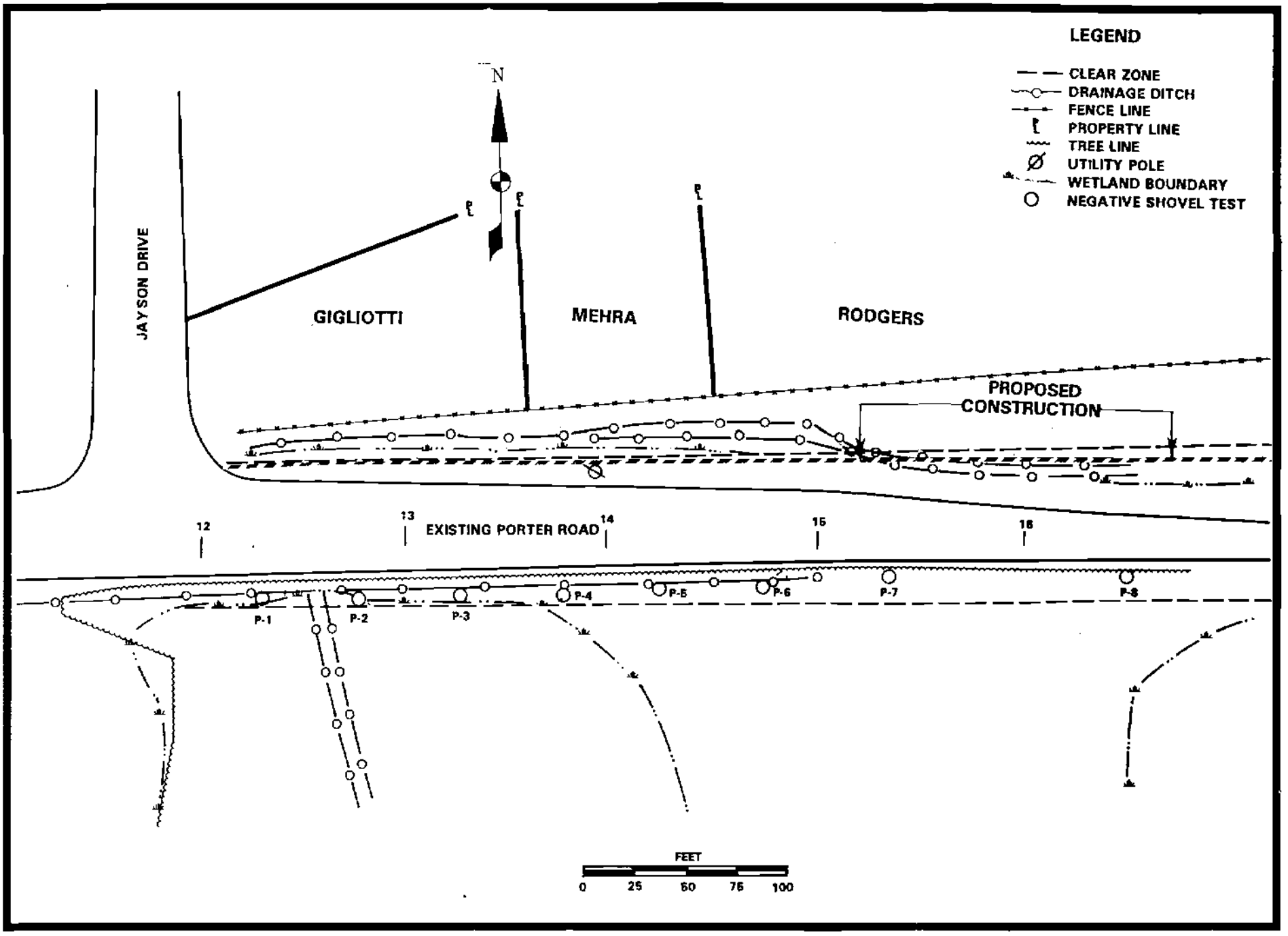


FIGURE 3: Shovel Tests P-1 - P-8

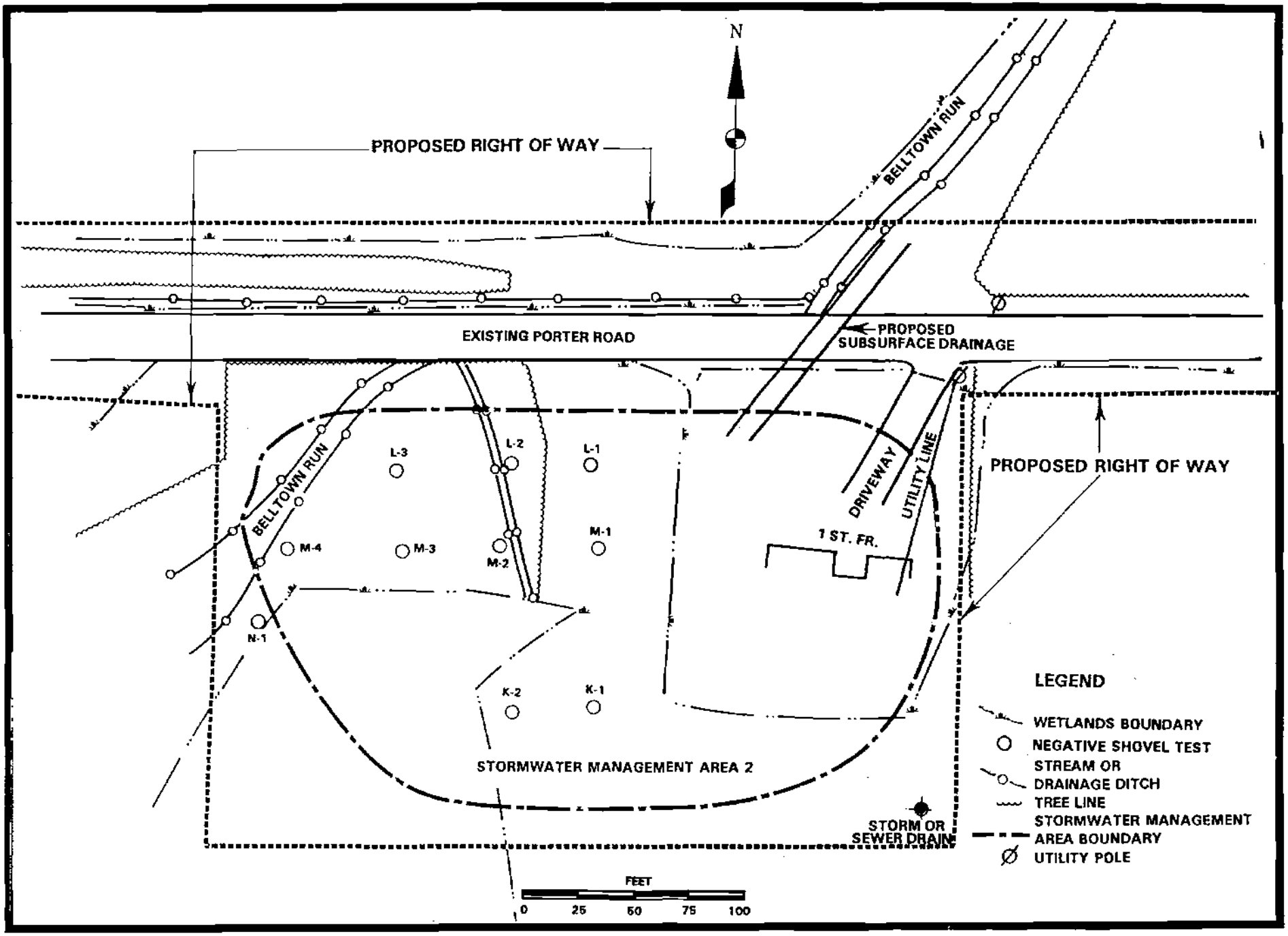


FIGURE 4: Stormwater Management Area 2

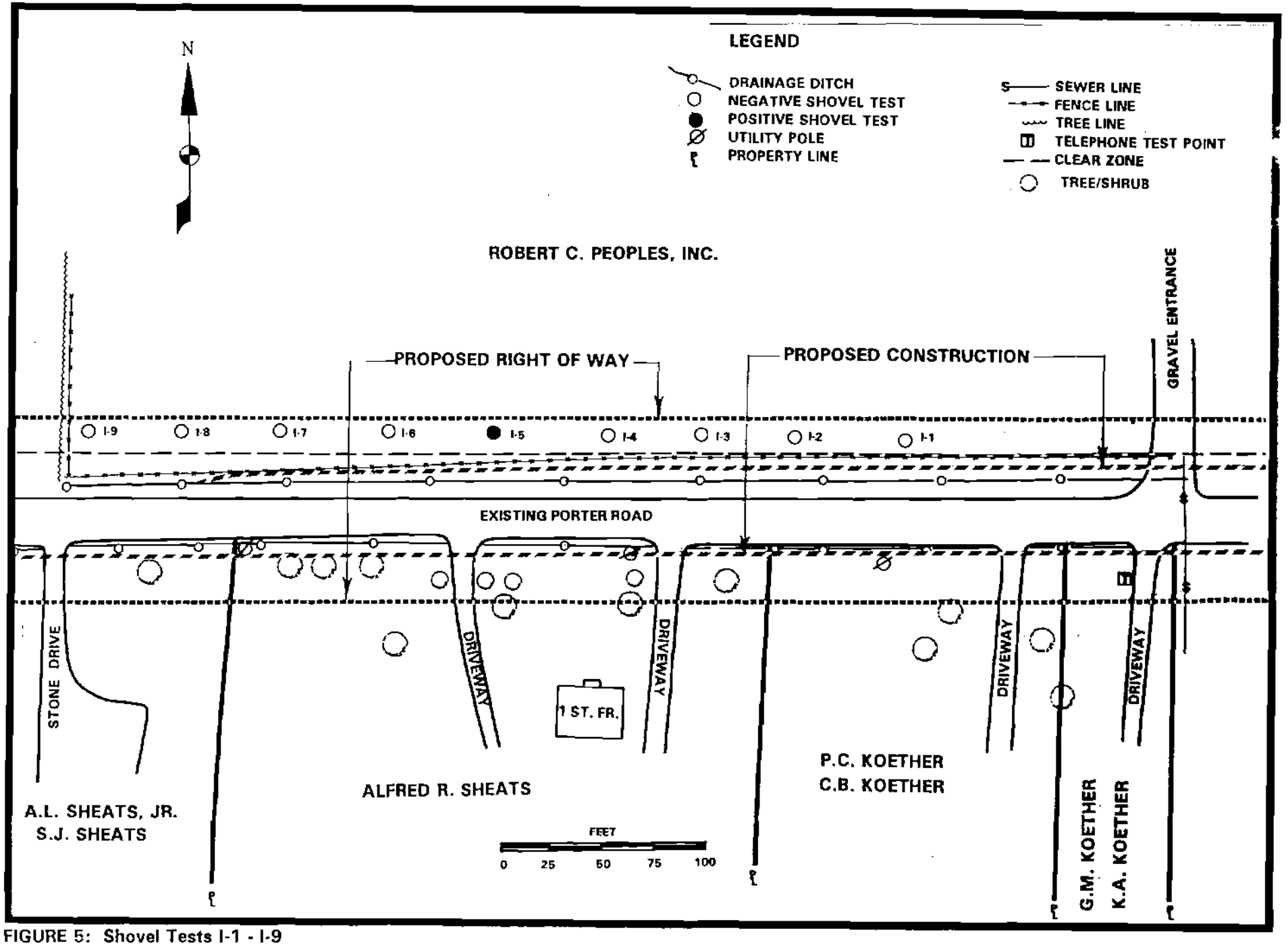


FIGURE 5: Shovel Tests I-1 - I-9

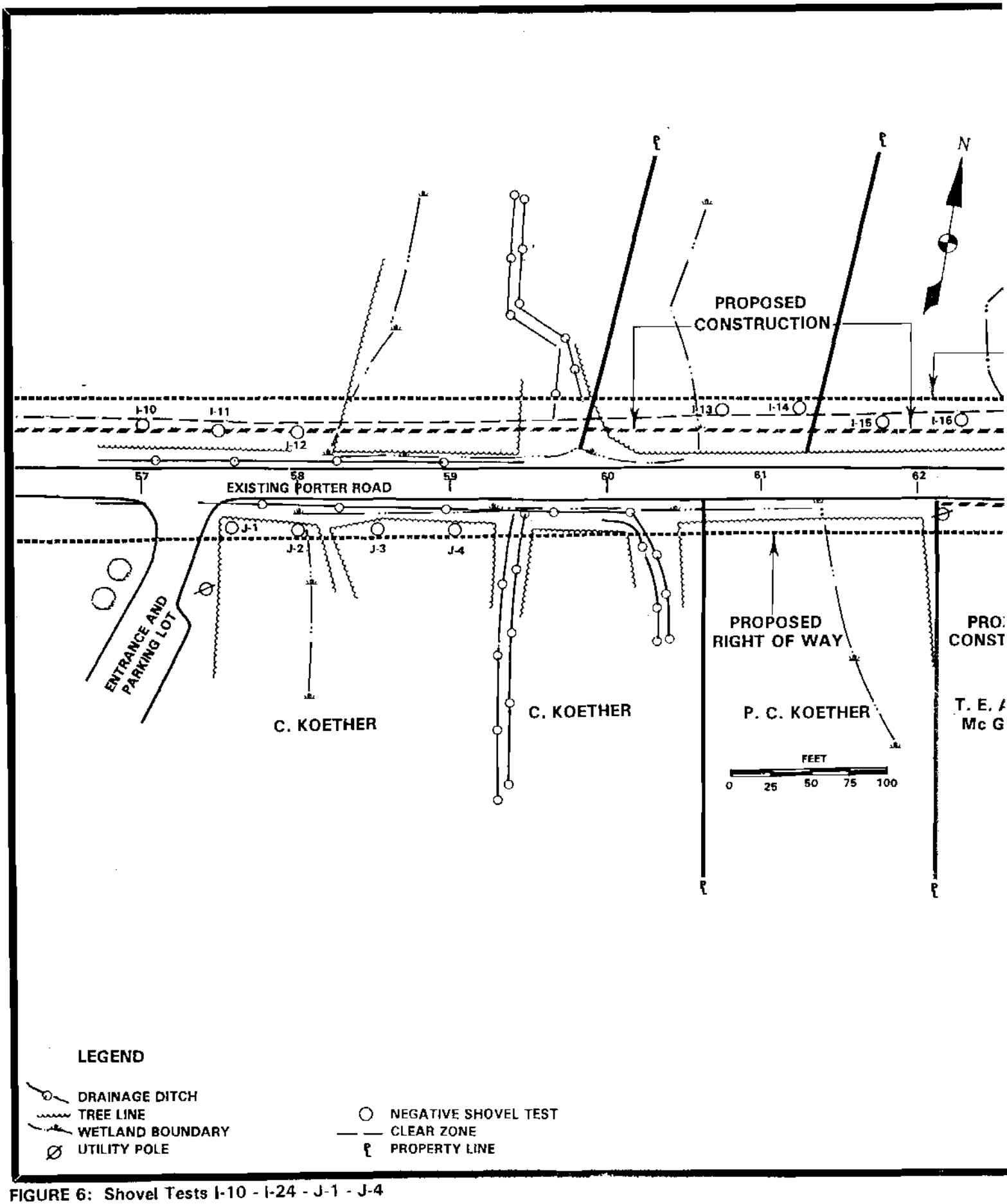
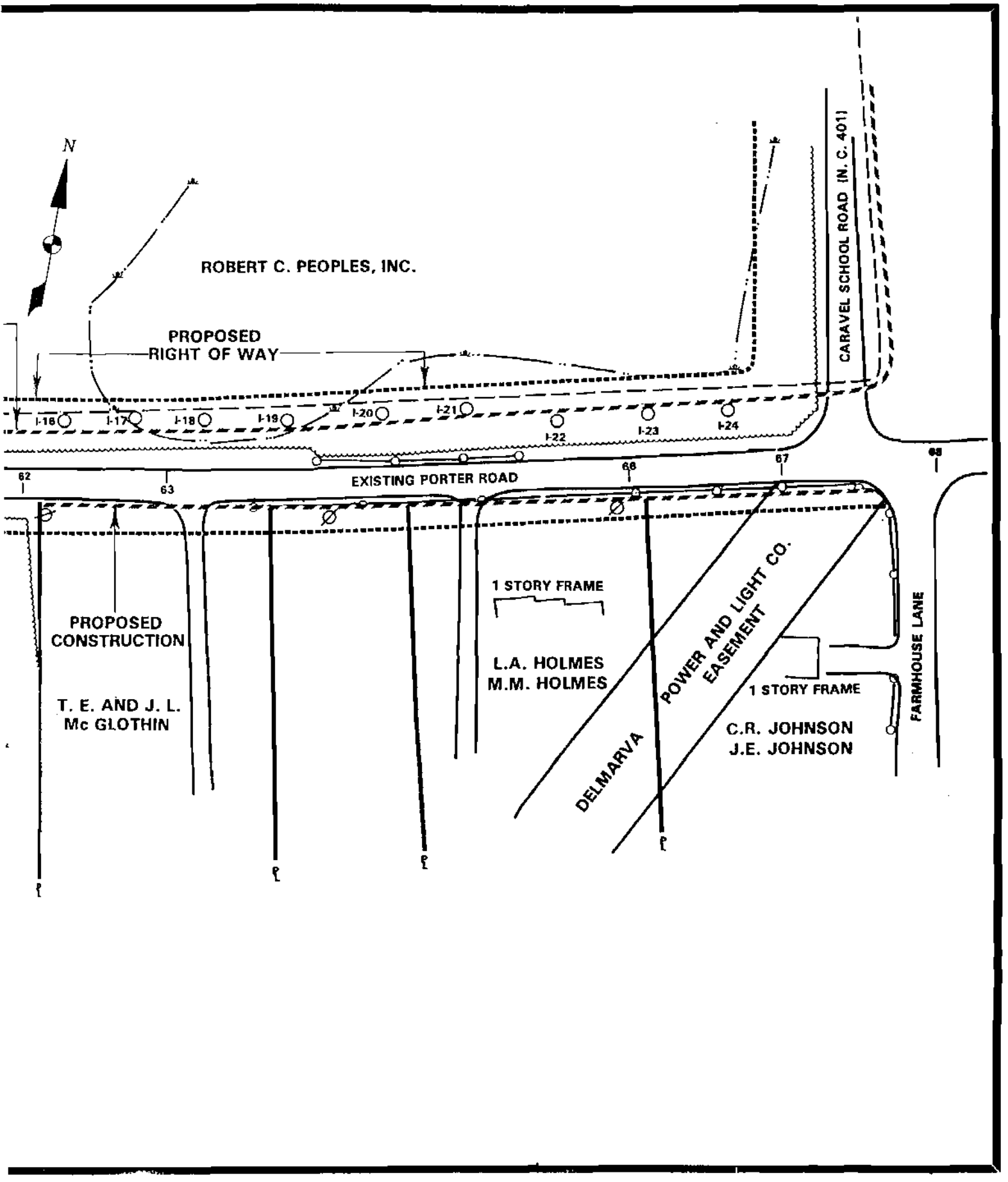


FIGURE 6: Shovel Tests I-10 - I-24 - J-1 - J-4


N
ROBERT C. PEOPLES, INC.
PROPOSED
RIGHT OF WAY
CARAVEL SCHOOL ROAD (N. C. 401)
I-16
I-17
I-18
I-19
I-20
I-21
I-22
I-23
I-24
62
63
EXISTING PORTER ROAD
66
67
68
PROPOSED
CONSTRUCTION
T. E. AND J. L.
Mc GLOTHIN
1 STORY FRAME
L.A. HOLMES
M.M. HOLMES
POWER AND LIGHT CO.
EASEMENT
DELMARVA
1 STORY FRAME
C.R. JOHNSON
J.E. JOHNSON
FARMHOUSE LANE

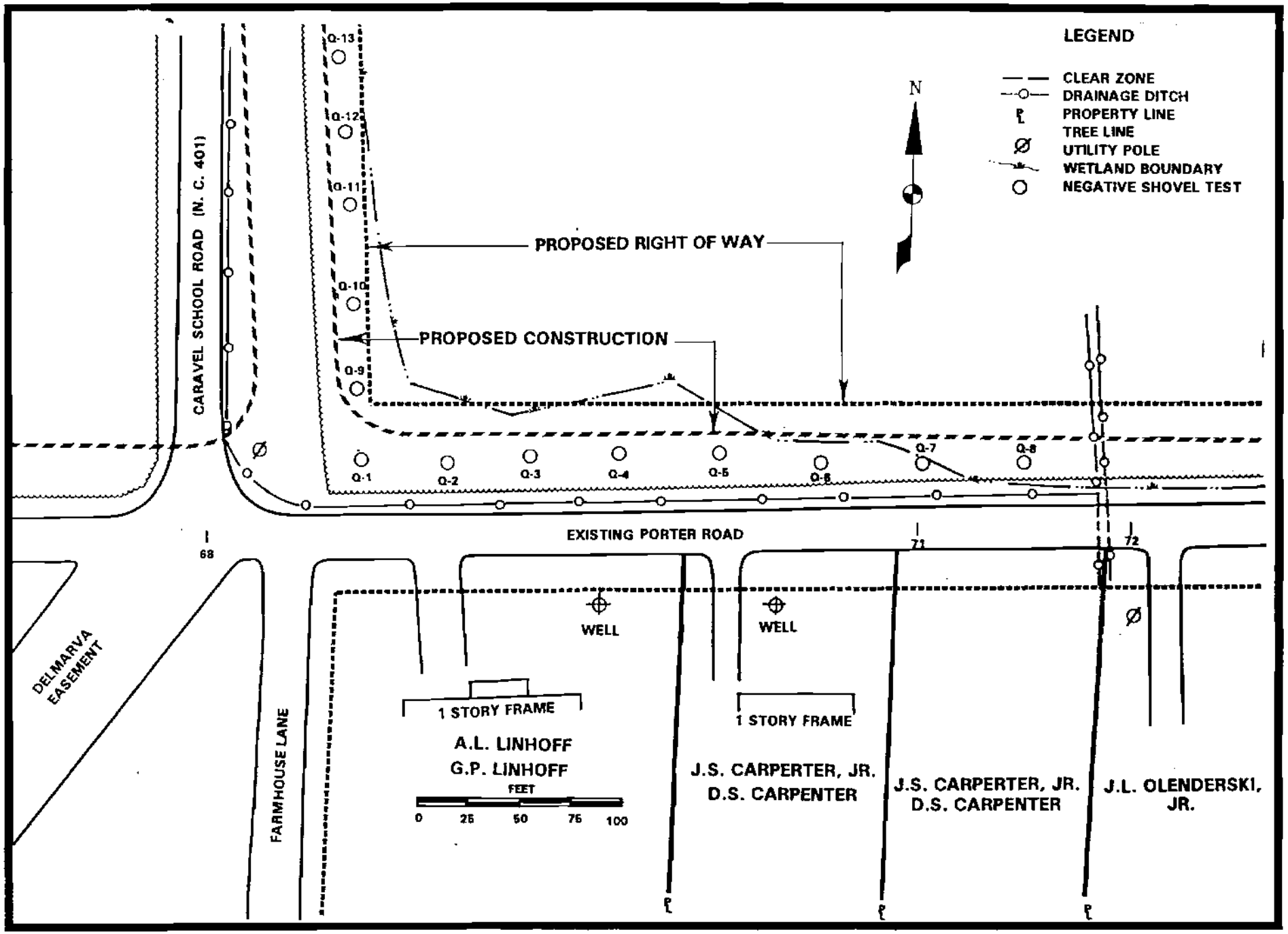


FIGURE 7: Shovel Tests Q-1 - Q-12

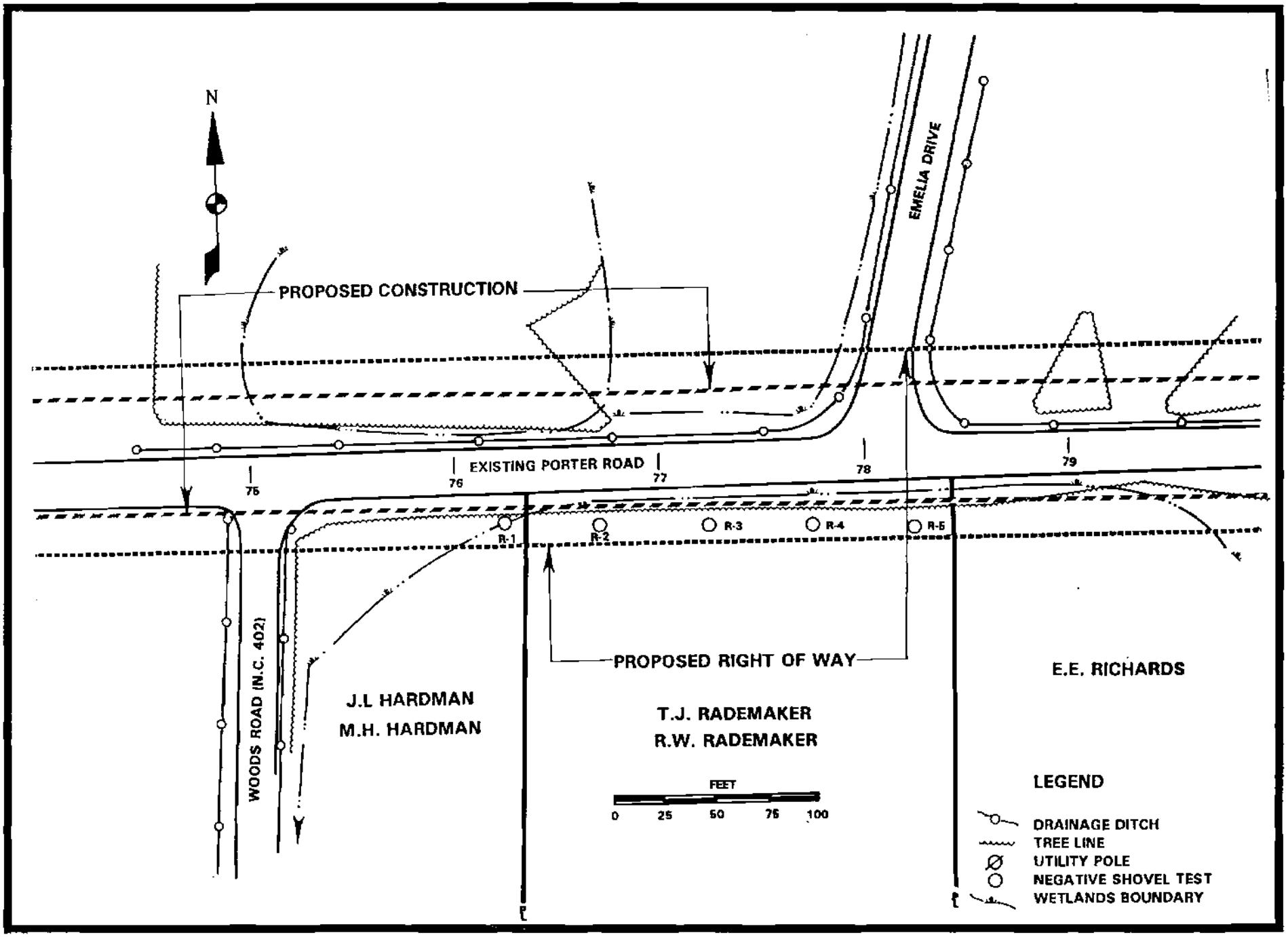


FIGURE 8: Shovel Tests R-1 - R-5

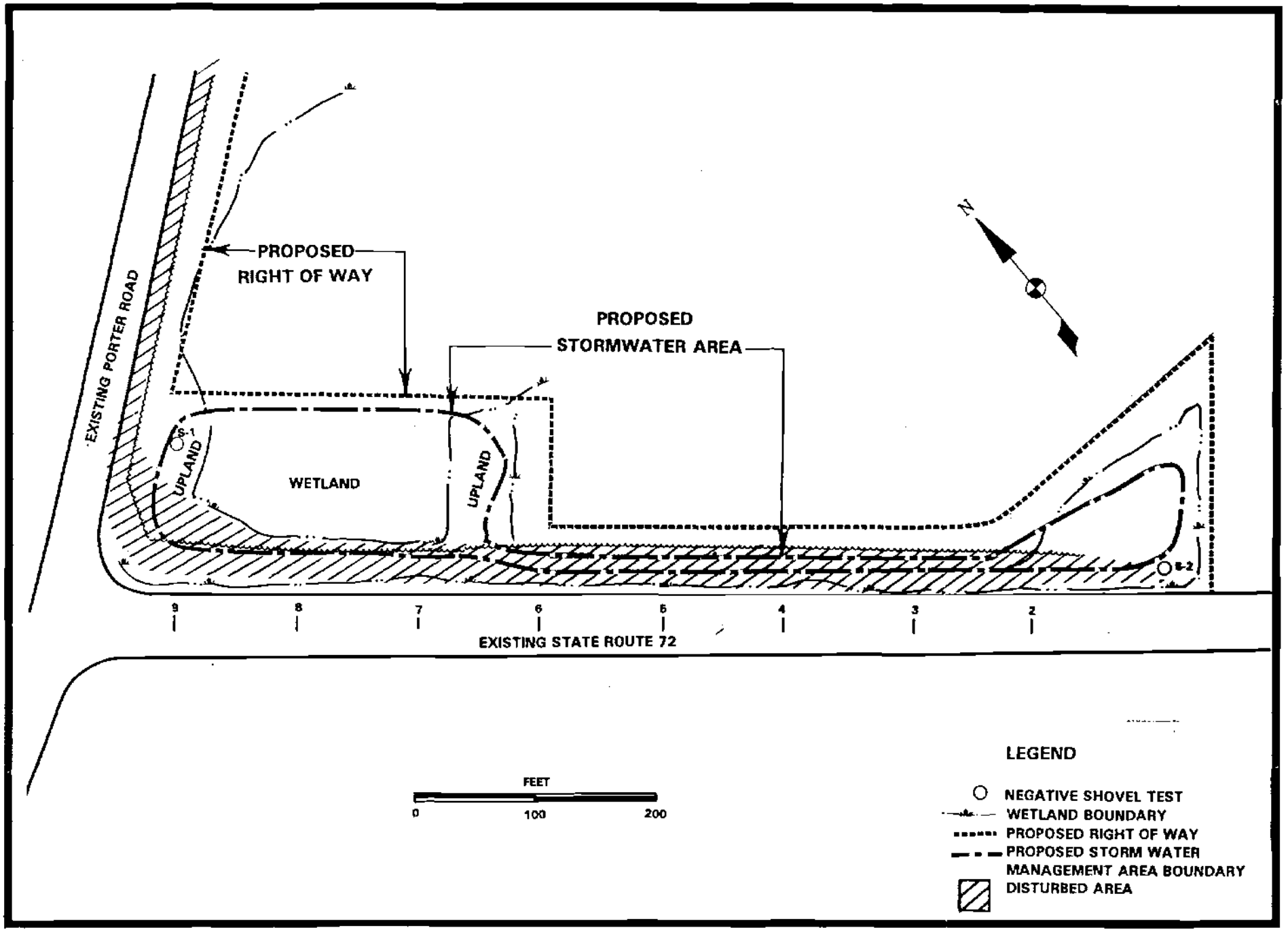


FIGURE 9: Stormwater Management Area 3

Immediately adjacent to Porter Road, and extending southward 25 feet from the existing road surface, was an area of disturbance caused by prior road construction. A drainage ditch parallels State Route 896 on the eastern side. Besides plowing of the field, no other disturbance was noted.

A surface collection was performed in the northwestern portion of Stormwater Management Area 1 encompassing an area approximately 400 feet north/south and 700 feet east/west (see Figure 2). A datum point was established at the northwestern corner of the field, at the southeastern corner of a metal utility/traffic signal control box. From the datum point, compasses and measuring tapes were used to mark a baseline at the western boundary of the field with transect flags placed at 50-foot intervals, and labelled A-H. Flags were also placed at 50-foot increments along the northern boundary of the soybean field and labeled with distance in feet from the datum. Transects were walked moving west to east, with collections made every 25 feet if artifacts were present. This method allowed a representative sample to be obtained in an expedient manner.

All artifacts were mapped on a base map by transect and distance east from the baseline. No significant concentrations were noted during the surface collection, and no collection provenience yielded more than four artifacts. After artifacts were mapped, judgmental shovel test pits were placed in areas where at least three artifacts had been recovered. A total of six judgmental shovel test pits were excavated in the area of surface collection: A 200, B 175, B 300, C 275, D 150, and E 500. Additionally, radials were placed around Shovel Test Pits B 300 and C 275 at 10-foot intervals, with a total of nine additional shovel tests excavated (see Figure 2). A total of 37 test pits were excavated in Stormwater Management Area 1.

The surface collection and shovel tests in the surface collection area yielded both prehistoric and historic materials. This area, along with Shovel Test BB-3, was designated Site 1 (see Figure 2). The prehistoric artifacts included three fire-altered quartzite cobbles, two jasper flakes, one worked quartz flake, and three projectile points—including a Genesee-like jasper point base, a Brewerton-like expanding stemmed black/gray chert projectile point, and a large triangular point fashioned from a jasper flake. The historic materials included black-glazed redwares, slip-trailed redwares, whitewares, two possible pearlwares, one scratch-blue salt-glazed stoneware sherd, semivitreous ware, brick fragments, modern bottle glass, and modern window glass. Approximately 100 artifacts were recovered from Site 1.

In addition to the area surface collected the remainder of Stormwater Management Area 1 was tested using systematic shovel test pits placed at 50-foot intervals. Three transects with a total of nine shovel tests were excavated moving west to east in the northeastern corner of the stormwater area (Shovel Tests 1A-C, 2A-C, and 3A-C). None of the shovel tests yielded cultural materials. This area was characterized by wooded wetlands, and a small east/west running stream meandered through this area.

The southern side of the existing ditch which bisects the stormwater management area and east of the treeline was very wet and for the most part could not be tested. Two shovel tests

DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
ARCHAEOLOGICAL SITE FORM

CRS # _____
Site # _____
SPO Map _____
Soil Map N.C. 25
Hundred Pencader
Quad St. George's
Zone H/
Acreage _____

1. SITE NAME: Site 1

2. LOCATION/ADDRESS: E. of intersection of Rt. 896 and Porter Rd. approx. 40 feet and 25 feet S. of Porter Road. Site covers approx. 600' x 500' area.

3. OWNER OR CONTACT: STATE OF DELAWARE per Del DOT project plans

4. SITE DESCRIPTION: soil type Elkton silt lo/ Matapeake si lo/ Woodstown loam cultivated ✓ other wetlands
The site was contained w/i a soy field with a drainage ditch running E/W. standing water in 40% of field or reathed in STP's at approx. 1.2 feet below surface.

5. DESCRIPTION OF FIELD WORK Surface collection and shovel test pits

6. COLLECTIONS:
   a) Repository Island Field Museum Accession # _____
      Collector/consultant Louis Berger & Assoc, Inc., East Orange, N.J.
      Date 8/22-26/94 Surface ✓ Excavation STP's
   b) Repository unknown Accession # _____
      Collector/consultant Univ. Delaware (Lothrop, Custer, De Santis)
      Date 1987 Surface _____ Excavation 16 shovel tests
   c) Repository _____ Accession # _____
      Collector/consultant _____
      Date _____ Surface _____ Excavation _____
   d) Repository _____ Accession # _____
      Collector/consultant _____
      Date _____ Surface _____ Excavation _____

7. HISTORIC CONTEXT(S): 19½ C. - 20½ C. Upper Peninsula Settlement patterns and demographic changes, Industrialization & Urbanization

USE BLACK INK ONLY

revised 9/93

CRS-4

CRS #
Site # /

8. ARTIFACTS: full inventory attached? yes() no()

a) Prehistoric red jasper flake, fire-altered quartzite cobbles, 1 worked quartz flake, Genesee-like jasper pt. base, Brewerton-like expanding stemmed argillite pt., triangular jasper point.

b) Historic Redwares - black glazed, clear glazed, pearlware, whiteware, modern bottle glass, modern window glass, brick frags, semi-vitreous porcelain

9. DOCUMENTATION: photos: B&W _____ color _____

a) On file _____

Present: MANAGEMENT SUMMARY, LBA (1994)

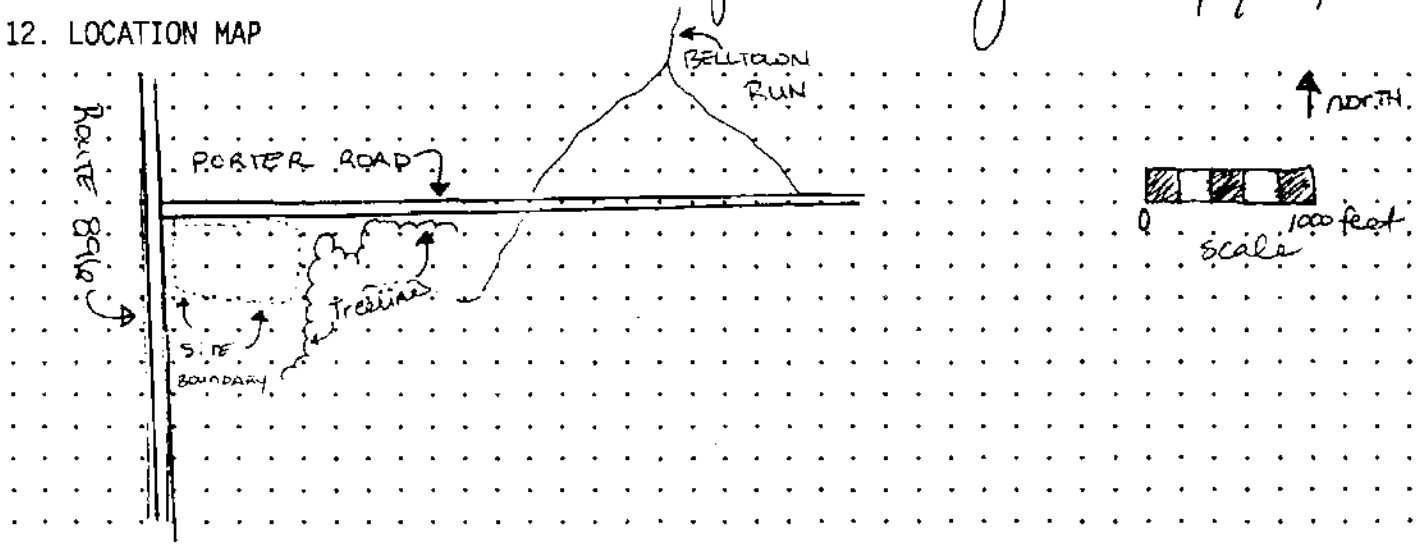
b) Publications/reports Lathrop, Custer, and De Santis (1987) - surveyed Rt. 896 at intersection w/ Porree Road project area - 16 STP's along east side of Porree Rd. Recovered 2 redware, 2 wood, 1 stoneware, 1 unid. historic ceramic.

10. EVALUATION: eligible: Yes() No(X) Potential() Unknown()

11. SURVEYOR: LOUIS BERGER & ASSOC, INC. DATE OF FORM: 9-2-94

PRINCIPAL INVESTIGATOR: V. BUSBY Virginia R. Busby DATE: 9/5/94

12. LOCATION MAP



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

CRS-4

excavated in this area (AA-5 and AA-6) met with water at 0.9 feet below the surface. No cultural materials were present in either of these test pits. The northwestern portion of the stormwater management area was planted with very tall and dense soybeans that prevented surface collection. In this area a total of 11 systematic shovel tests were excavated at 50-foot intervals moving north to south along transects AA, BB, and CC. Only Shovel Test BB-3 contained cultural materials consisting of a red jasper flake recovered from the plowzone.

The soil profile in the area surface collected consisted of a plowzone which was approximately 0.8 feet thick, with brown sandy loam soil. Beneath this, and extending to 1.5 feet below the surface, was a yellowish brown compact sandy silt. Following this layer was a light gray clay to a depth of at least 2.0 feet. At approximately 1.8 feet water was usually reached. The wooded wetland area where Transects 1, 2, and 3 were excavated had a typical soil profile consisting of a 0.8-foot-thick surface layer rich in organics. The soil was a very dark grayish brown loam. Following this surface layer to a depth of approximately 1.1 feet was a very dark gray sandy loam. Water encountered at approximately 1.1 feet precluded further excavation. The southwestern portion of Stormwater Management Area 1 had a typical soil profile consisting of a plowzone to a depth of 0.8 feet which was a grayish brown silty sand. Following this, to a depth of 1.3 feet, was a light yellowish brown clay sand. Beneath this layer was a light gray sand mottled with orange iron oxides to a depth of at least 2 feet.

Site 1 contained both historic and prehistoric components. The historic materials are considered to be the result of field dumping episodes. The prehistoric materials are most likely related to sporadic hunting activities. No features were located with either component, nor were any subplowzone materials recovered. Based on the lack of subplowzone materials, the lack of features, and the relatively light concentration of materials, Site 1 does not appear to meet National Register eligibility criteria.

The previously existing stormwater management area on the north side of Porter Road was determined to have been subjected to prior stripping, and no testing was conducted in this area. On the south side of Porter Road, Stormwater Management Area 2 contained no cultural materials (see Figure 4). While a total of 10 shovel tests were excavated in this area, approximately 50 percent of the area was either too wet to test or disturbed by prior house construction and drainage systems. At the eastern project terminus, approximately 90 percent of Stormwater Management Area 3 was untestable due to wetlands or prior disturbance. Shovel Tests S-1 and S-2 were excavated in this area, and no artifacts were recovered (Figure 9). The locations of other transects along Porter Road are depicted in Figures 1 and 3, and Figures 5 through 8. Besides Site 1 and Isolated Find I-5, no other sites or isolated finds were discovered during the survey.

V. CONCLUSION

The archaeological survey recorded one site within Stormwater Management Area 1 which contained both historic and prehistoric materials. One isolated find was located on the north side of Porter Road near Station 50+00. The archaeological site identified in Stormwater Management Area 1 was contained wholly within the plowzone with no subsurface integrity, and consisted of a low density of both prehistoric and historic materials. The site most likely represents historic nineteenth-century field dumping and very limited use during prehistoric times for hunting-related activities. Due to the limited amount of materials and lack of subsurface integrity, no further work is recommended for this site. Based on these observations it appears that the site does not meet National Register eligibility criteria.

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ARCHAEOLOGICAL SITE FORM

ADDENDUM

to the

MANAGEMENT REPORT
PHASE I ARCHAEOLOGICAL SURVEY
PORTER ROAD IMPROVEMENTS PROJECT
(STATE ROUTE 896 TO STATE ROUTE 72)
NEW CASTLE COUNTY, DELAWARE

Dated September, 1994

January, 1995

Additional Archaeological Testing at Porter Road Site 1

I. Introduction

Porter Road Site 1 is a scatter of nineteenth- and twentieth-century and prehistoric artifacts located near the intersection of Porter Road and US 301/SR 896. The site was discovered during a Phase 1 survey of the corridor for proposed improvements to Porter Road carried out by Louis Berger & Associates in August, 1994. The site is located in an active agricultural field and an adjacent wooded area. At the time of the initial survey the field was planted in young soybeans and the survey was carried out by surface inspection on transects 50 feet apart. In areas where artifacts were noted on the surface the survey was supplemented by the excavation of shovel test pits. Louis Berger & Associates did not consider the Porter Road Site 1 to be potentially significant and no further work was recommended.

In accordance with a verbal agreement reached during a meeting at DelDOT on November 29, 1993, and a letter sent by Louis Berger & Associates to DelDOT, dated December 9, 1993, LBA has carried out additional work on Porter Road Site 1. Four 3x3 foot test units were excavated in the area of highest artifact concentration, as defined in the Phase I survey. In addition, an additional surface survey of the area was undertaken, and a metal probe was used to search for buried foundations or other cultural features.

II. Archaeological Findings

At the time of the additional fieldwork, Porter Road Site 1 was covered with soybean stubble and surface visibility was approximately 10%. An initial surface inspection revealed that the 20 to 30 feet of the field closest to Porter Road was contaminated by what appeared to be road construction debris: crushed rock gravel, hunks of concrete, and pieces of stone. Several pieces of recent glass and aluminum were also noted in this area. It was decided, therefore, not to excavate a test unit close to Porter Road, but to place all the units in the concentration of

artifacts 50 to 100 feet south of it.

The Phase I shovel tests were easily relocated close to their recorded locations. A grid was established in the field, based on the grid used during the Phase I surface survey. Instead of the letter designations used for the transects in the Phase I, the distance south of Porter Road was measured in feet; transect B will be called 50 feet south, transect C 100 feet south. The first test unit was placed two feet west of STP B-300, in grid location East 298 South 50. Test Unit 2 was placed in grid location East 275 South 100, which was actually 10 feet east of STP C-275. Test Unit 3 was placed in grid location East 225 South 100, and Test Unit 4 on the highest topographic point in the artifact concentration, in grid location East 275 South 65. All test units were excavated .3 feet into the sub-plowzone soil.

A total of 103 cultural artifacts was recovered from the four test units, 101 historic and 2 prehistoric. All the artifacts were recovered from the plowzone. No cultural features or undisturbed cultural strata were encountered. No concentrations of artifactual material were noted on the surface, and no foundations or other features were discovered by probing. The most productive unit was Test Unit 1, which yielded 31 historic artifacts and 2 prehistoric. Twenty-six historic artifacts were recovered from Test Unit 4, 18 from Test Unit 3, and 16 from Test Unit 2. The artifacts recovered during the additional testing are listed in Table 1.

Table 1. Artifacts Recovered During the Additional Testing

Unit 1 East 298 South 50
- 1 brass button
- 20 redware sherds
- 9 whiteware sherds
- 4 green glass fragments
- 1 clear glass fragment
- 1 quartz core
- 1 quartz flake

Unit 2 East 275 South 100
- 9 redware sherds
- 5 whiteware sherds
- 1 gray stoneware sherd
- 1 brick fragment

Unit 3 East 225 South 100
- 9 redware sherds
- 5 clear glass fragments
- 4 brick fragments

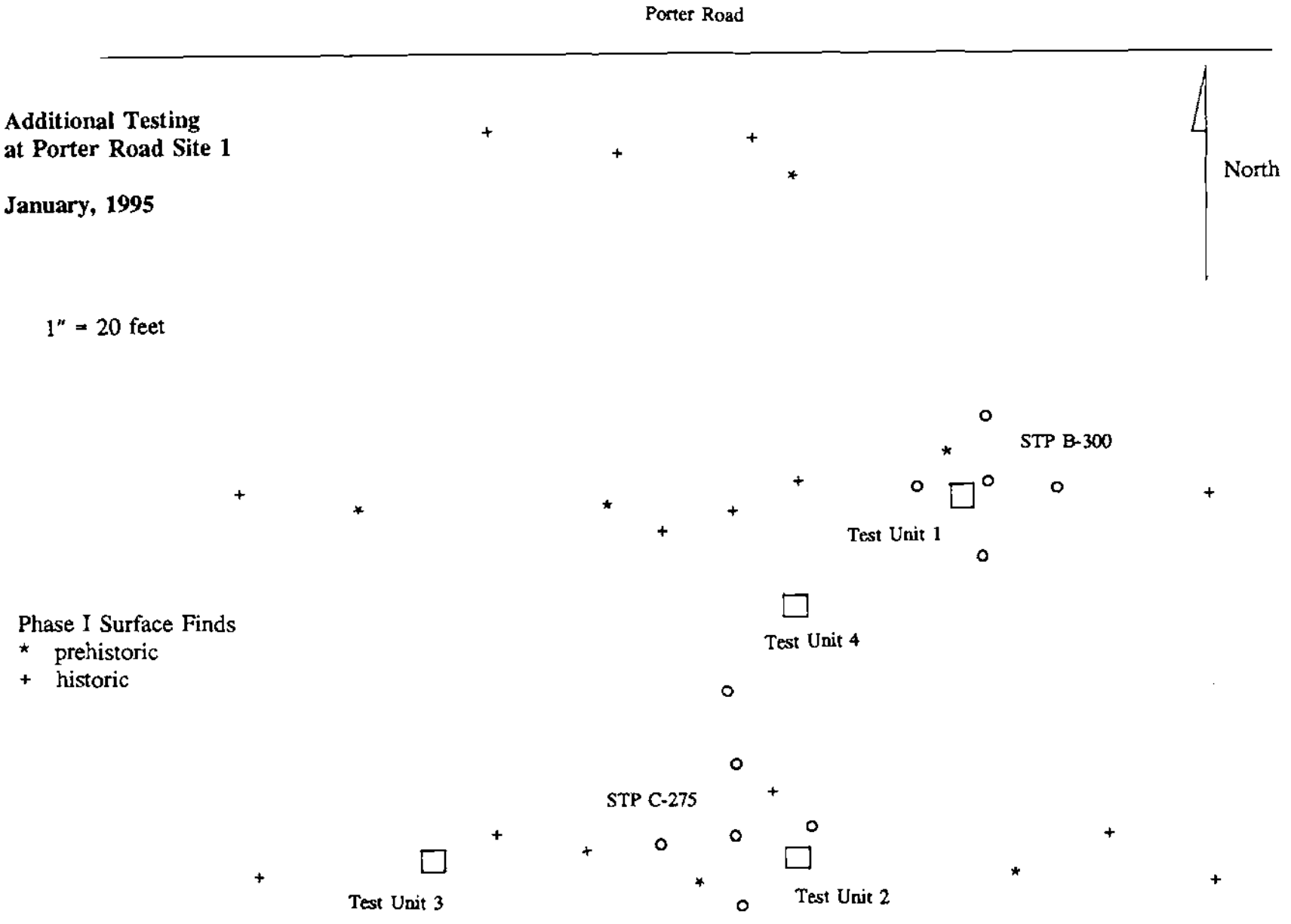
Unit 4 East 275 South 65
- 12 redware sherds
- 8 whiteware sherds
- 1 porcelain sherd
- 4 clear glass fragments
- 1 green glass fragment

The most common historic artifacts recovered were redware (n=50), whiteware (n=23), clear glass (n=10), green glass (n=5), and brick (n=5). In addition, one sherd of non-Chinese porcelain, one sherd of American gray stoneware, two cut nails, and one brass button were also found. The artifacts suggest a domestic site of the period 1840 to 1880. The absence of

pearlware, cream-colored earthenware, white clay pipestems, edge-decorated whiteware, and other artifacts common in the 1800 to 1840 period argues against earlier occupation, while the relatively small amount of glass recovered, and the absence of milk glass, aqua glass, amber glass, porcelaneous earthenware, and other artifacts common after 1880 argues for abandonment by that date. The finds recorded during the additional testing are more consistent in their dating than those recorded during the initial survey, and these new data suggest that the modern (automatically-manufactured glass) and early nineteenth-century (pearlware) material recovered previously derives from dumping along Porter Road and is not part of the main site. Only two prehistoric artifacts were recovered during the additional testing, neither of them diagnostic.

III. Conclusions

After the initial Phase I survey, LBA investigators decided that historic component of Porter Road Site 1 probably represented a scatter of artifacts in a plowed field and not a dwelling site. This is still possible, but it now appears more likely that a dwelling was present at some point. The substantial quantity of brick recovered argues for the presence of some sort of structure, and the number of artifacts found is equal to that from some dwelling sites in our experience. The small number of nails (two) and the absence of any conclusively identifiable window glass, however, seem to suggest a simple artifact scatter. In any event, Porter Road Site 1 is still not believed to be potentially significant. The number of artifacts recovered was not great, and they were all recovered from plowed contexts. The ceramics and glass recovered were all in very small fragments, too small, in most cases, for their functions to be determined. The artifact exhibited no significant spatial patterning; coarse redware was the most common artifact type in all units, and the other types were not present in sufficient numbers to supply valid results. Because of the disturbance by plowing, the lack of sub-plowzone features, the poor artifact preservation, and the lack of evident spatial patterning, the site does not have the capacity to supply important information on the nineteenth-century inhabitants of the area. Likewise, the prehistoric component is a very thin artifact scatter, with no evidence of sub-plowzone strata or features, unlikely to supply meaningful information on the region's prehistoric inhabitants. The site is not considered eligible for listing on the National Register of Historic Places under Criterion D or any other criterion, and no further work is recommended.


Porter Road
Additional Testing
at Porter Road Site 1
January, 1995
North
1" = 20 feet
STP B-300
Test Unit 1
Test Unit 4
Phase I Surface Finds
* prehistoric
+ historic
STP C-275
Test Unit 3
Test Unit 2